



Finnish Maritime Administration

BULLETIN No. 10/15.7.2002

DOUBLE BOTTOMS IN TANKERS

Pursuant to section 2 of the Act on the Oil Pollution Compensation Fund (379/1974), the Finnish Maritime Administration issues orders on when a tanker is considered to have a double bottom complying with the said Act.

The Finnish Maritime Administration has issued a new regulation on the double bottoms of tankers on 5 July 2002 in which account has been taken of the requirements of regulation 13F in Annex I of the MARPOL 73/78 Convention for the construction of the double bottoms of tankers fitted with a double hull. The regulation enters into force on 1 August 2002.

This bulletin contains

- the Finnish Maritime Administration Regulation on double bottoms in tankers
- form for statement concerning double bottoms in tankers

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Contents:	Double bottoms in tankers
Related legislation:	Act on the Oil Pollution Compensation Fund (379/1974), section 2 (5)
Valid:	1 August 2002 – until further notice
Repeals regulation:	National Board of Navigation Resolution on the double bottom of tankers, 5.2.1990, No. 296/30/90

**FINNISH MARITIME ADMINISTRATION
REGULATION
ON DOUBLE BOTTOMS IN TANKERS**

Adopted in Helsinki on 5 July 2002

Under section 2(5) of the Act of 24 May 1974 on the Oil Pollution Compensation Fund (379/1994), as amended by Act 1287/1989, the Finnish Maritime Administration has decided the following:

Section 1

An oil tanker or chemical carrier has a double bottom referred to in section 2(1) of the Act on the Oil Pollution Compensation Fund (379/1994), if the ship has a double hull or a double bottom over the entire cargo tank area and meets the following requirements:

- 1) the double hull or double bottom tanks are entirely separated from the cargo piping, and cargo pipes do not pass through the cargo tanks; and
- 2) the height of the double bottom, measured from the moulded line of the bottom plating at the centerline, is at least 1/15 of the moulded breadth of the ship amidships, but no less than 760 mm. The height of the double bottom need not, however, exceed 2000 mm; and
- 3) the construction of the double hull or the double bottom meets the requirements of the classification society.

On request, the Finnish Maritime Administration's regional ship inspection division issues a statement to the customs authorities to the effect that the ship has a double bottom complying with section 2(1) of the Act on the Oil Pollution Compensation Fund.

The form of the statement is appended.

Section 2

The application to the regional ship inspection division shall be supplemented with adequate documentary evidence to the effect that the ship meets the requirements set out in section 1. Such evidence may consist of either:

- 1) sufficient drawings: hull construction drawings, tank scheme and cargo piping scheme; or
- 2) a certificate proving that the ship meets
 - a) the requirements of regulation 13F in Annex I of the MARPOL 1973/78 Convention; or

- b) the requirements for a type 1 or type 2 chemical carrier set out in par. 2.6.1 of the IBC Code and that the ship has a double bottom over the entire cargo tank area; or
- c) a statement or certificate issued by the classification society or the flag state to the effect that the ship meets the requirements set out in section 1.

Section 3

On request, the Finnish Maritime Administration may also issue a statement concerning the ship's double bottom:

- 1) pursuant to the provisions on equivalents set out in the MARPOL 1973/78 Convention, if the tank arrangements or any other arrangements provide protection from oil pollution equivalent to the arrangement mentioned in section 1; or
- 2) for a single voyage, provided the ship is carrying oil only in tanks which meet the requirements of section 1; or
- 3) if the ship has a double hull or a double bottom, which in essentials meets the requirements of section 1 and full compliance with the requirements would cause unreasonable structural modifications.

Adequate evidence of compliance with the requirements set out in section 1 must be appended. In cases referred to in subsection 2 above, the application should be made before the ship starts out on the voyage, and a declaration as to the intended use of the tanks should be appended.

Section 4

The statement is valid provided that no such alterations are made to the ship as will result in the ship no longer complying with the requirements of section 1 or 3. The statement may be revoked if there are grounds to suspect that such alterations have been made.

Section 5

The Finnish Maritime Administration keeps a record of ships the double hull or double bottom constructions of which they have dealt with.

Section 6

This Regulation enters into force on 1 August 2002.

This Regulation repeals the National Board of Navigation Resolution of 5 February 1990 on double bottom in oil tankers (No. 296/30/90).

Helsinki, 5 July 2002

Head of Division
Acting Director of Maritime Safety

Reijo Gustafsson

Senior Maritime Inspector

Jorma Kämäräinen

**LAUSUNTO SÄILIÖALUKSEN KAKSOISPOHJASTA
 UTLÅTANDE OM DUBBELBOTTEN I TANKFARTYG
 STATEMENT CONCERNING DOUBLE BOTTOM IN TANKER**

Aluksen nimi	Tunnuskirjaimet	IMO-numero	Lippuvaltio
Fartygets namn	Signalbokstäver	IMO-nummer	Flaggstat
Name of the ship	Call sign	IMO number	Flag state

on varustettu öljysuojarahastosta annetun lain (379/1974) 2 §:n 1 momentin, sellaisena kuin se on 22 päivänä joulukuuta 1989 annetussa laissa (1287/1989), tarkoittamalla kaksoispohjalla.

är försett med sådan dubbelbotten som avses i 2 § 1 mom. lagen om oljeskyddsfonden, sådant detta lagrum lyder i lag av den 22 december 1989 (1287/1989).

is fitted with a double bottom in accordance with section 2(1) of the Act on the Oil Pollution Compensation Fund (379/1974), as amended on 22 December 1989 by Act 1287/1989.

Paikka
 Ort
 Place _____

Päivämäärä
 Datum
 Date _____

Allekirjoitus ja nimen selvennys
 Underskrift och namnförtydligande
 Signature _____

Lausunnon antaneen viranomaisen leima
 Den utfärdande myndighetens stämpel
 Stamp of the issuing authority

Maksu
 Avgift
 Fee _____ €